

Sept. 17.

TWO SEINERS ARRIVE HOME.

**Fare of 21 Bbls. Mackerel
Sold at \$43 Per Barrel.**

Among the arrivals at this port today are Schs. Constellation and Rhodora both of whom have been mackerel seining. They bring no encouraging news from the mackerel situation and both Capt. Harty and Capt. Forbes believe it is all over on this coast.

Sch. Rhodora brought in 21 barrels of large salt mackerel, while sch. Constellation has none.

Only one other vessel now remains out on this shore while eight are at North Bay. No direct word has been received from them for some time, and it is not known how they have done.

The Canadian Fish Bureau report mackerel scarce at the various haunts along the provincial coast.

Mackerel Sales.

The fare of 21 barrels of large fat mackerel, brought in by sch. Rhodora, today, were sold to the Consumers Fish Company, E. K. Burnham, manager, at \$43 per barrel. This is the highest price ever paid for a trip of mackerel at this port. The fish are rimmed, large and fat, well taken care of and the finest lot landed here this season.

TOOK ALL WHITE FLOUNDER.

William Howell, while fishing at Donefudging, near the canal on Annisquam river yesterday caught an all white flounder, which is quite a curiosity as very few all white flounders are ever taken from the water. The fish is on exhibition in the show window of Edward O. Brown's fish market, Main street.

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Codfish Sales.

The fares of dory handline salt cod of sch. Atalanta, fresh and salt fares of schs. Benjamin A. Smith, Clara J. Silva and Edith J. Silveira were sold to the Gorton-Pew Fisheries Company.

The fares of schs. Richard J. Nunan and Nellie were sold to the Cunningham & Thompson Company.

The fare of sch. Buema went to Davis Bros.

The fare of sch. Evelyn L. Thompson was sold to George Perkins & Son.

The salt cod fare of sch. Galatea, amounting to 30,000 pounds was bought by the Cunningham & Thompson Co. at \$3.75 per cwt. for large and \$3.50 for small.

Halibut at Portland.

Sch. Selma arrived at Portland last evening with a fine fare of 40,000 pounds of fresh halibut and schs. Margaret and Waldo L. Stream arrived there this forenoon, the former having 20,000 pounds and the latter 30,000 pounds. The fish sold at 10 1-2 cents per pound without the heads.

Sch. Waldo L. Stream also had 5000 pounds of salt cod, 14,000 pounds of fresh hake and 16 swordfish. Her fare was sold to the New England Fish Company.

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The Fisheries Dispute.

Congressman Gardner, who knows all about the fisheries dispute, says in effect that the Gloucester fishermen have no occasion to worry about The Hague decision. This is probably correct, although others take a different view. Some points long in controversy have finally been settled and that's a comfort. As for subsequent practical arrangements for fishing, our fishermen may be depended upon to reach an understanding with the Newfoundlanders.—Lowell Courier-Citizen.

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FREE FISH AND GLOUCESTER.

A Correspondent Who Does Not Believe the City Would Be Injured.

To the Editors of the Times:—The recent election in Maine is a lesson that may mean much to this city and should be heeded. It is indeed an innovation to have Democratic senators and representative from this old cast-iron Republican state. And why should we be too certain that Massachusetts will not follow suit? The easy and decided Democratic victory in Maine might suggest the story of the billy goat that, seeing a substantial iron goat that had recently been placed on the lawn, made a run for him and when he picked himself up sometime later, was more disturbed by the cool manner of the other goat than by his own injuries.

Ex-President Roosevelt has been summoned to the assistance of Senator Lodge but it has taken more than Republican oratory in Maine to convince the voters that free grain, meat, butter, eggs, potatoes and fish, not to name lumber, coal and other commodities would reduce the cost of living in this country.

As to our fishing business: Democratic success would undoubtedly mean free fish and it would not perhaps injure Gloucester as much as is generally supposed. If a bill was passed properly worded it might be of the greatest benefit. A trip along the water front unfortunately shows many unoccupied wharves that are not kept up and need repairs if Gloucester is not to follow the way of Marblehead and Provincetown.

The fresh fish business has gone to Boston, our old standby, the halibut industry, is drifting to Portland. Beam trawlers have supplanted the old methods of catching fish in England, France and other European countries as steam and electric cars have the stage coach. The pioneer steamer Spray has been so successful that another has been recently launched, still better adapted to fishing in our waters. The arrivals as posted at the Board of Trade rooms, show the arrival of the Spray twice a week or oftener with freshly caught fish. This and similar crafts are not disturbed by the lack of bait, and but little by weather conditions, and to say the least are a factor that must be considered.

The French beam trawlers are now visiting the off shore banks in increasing numbers and it may be that with the duty removed from green fish, or in other words the raw material, we could purchase from them or English boats at less than we could produce until such time as we could build similar crafts to compete with them.

At present the duty is the same on green fish from the vessel as on the manufactured product, skinned and all bones removed. The Canadian takes advantage of this, and sends the manufactured article to this country, the reduced weight of a half or more making the present duty nominal on these grades. Under the reciprocity system, cargoes of green fish were almost daily arriving at Gloucester during the fall months with their late caught fish, and every wharf was loaded and running over and many were employed curing and preparing for market. Had this condition continued longer there is hardly a doubt that more wharves would have been built and the present ones extended.

Now as to the remedy for the present condition. If the prevailing duty on the manufactured article was increased to as high a point as possible and the green fish from vessel or raw material admitted free, why would not Gloucester reap a great harvest?

If any one can answer this question adversely, I would like to have it explained how any other conclusion can be arrived at. The manufactured article is now arriving in increased quantities at Boston and New York by every steamer from the provinces. They are fast learning to pack the grades that our market calls for in fancy packages, and in all ways getting onto the game. Gloucester is the natural point for landing the green product as Boston is for the manufactured. We have the trade but how can we hold it without the goods? It is a well known fact that there is a great shortage at the present time and that with a full supply many people would be fully employed the coming winter instead of a few partly employed.

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Let our representatives work along these lines if free fish is inevitable, or even if not, it seems to some who have given the question much thought that the benefit to Gloucester would be speedily evident.

If these conclusions are wrong I and some others would be glad to be enlightened through your columns. S.

Sept. 19.

WEDNESDAY FISH DAY.

Fortnightly Luncheons of Chamber of Commerce Begin This Week.

"Fish day" will be observed by the Boston Chamber of Commerce Assembly when the fortnightly meetings are resumed Wednesday at the American House. A big attendance is expected at the first gathering following the summer intermission.

The fish industry will be discussed from all angles and perspectives. Charles S. Hamlin will preside. Among the other speakers will be Leonard A. Treat and C. K. Sullivan.

The perils of a fisherman's life, the magnitude of the industry, the relative prominence of the salt and fresh branches of the trade, the new fish wharf at South Boston, and the importance and effects of the recent decision of The Hague tribunal in the Newfoundland fisheries dispute, together with its influences upon catchers and dealers in Gloucester and Boston will be discussed.

Sept. 19.

KILLED 50 SHARKS.

Horde Followed Sch. Matiana Until Fed With Dead Ones.

When an army of sharks robbed his trawls and threatened to destroy the fishing schooner Matiana, Capt. Fred Chetwyn, who arrived in Boston Friday, killed 50 of them and fed their carcasses to the living sharks that swarmed about. So ravenously did the sharks devour their slain mates that they left the fishing schooner unmolested all the way into port.

The discovery of the anti-shark remedy was made by accident. The captain started to kill the sharks by baiting them with fish and then spearing them as they swam close to the boat to catch the bait. When he killed them by the dozens and more appeared then ever before, he and the crew were in terror of their lives. In all his long experience the captain said he never saw so many besieging sharks.

Such an occurrence as this is something almost beyond human conception, but Capt. Chetwyn is a man of veracity, and doubtless his statement is true, but a school of sharks chasing a fishing vessel was never heard of before.

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CARRIED AWAY RIGGING.

Sch. Catherine Burke Met Mishap on Way to the Banks.

Sch. Catherine Burke, Capt. Augustus G. Hall, which sailed from here last week on a fresh halibuting trip, returned to port today to repair her standing rigging, which was carried away while on the way to the banks.

The vessel encountered strong easterly winds with high confused sea, and in attempting to reach the fishing ground carried away her rigging, and in order to save the spars and vessel from serious mishap, Capt. Hall decided to return to port and repair the damage.

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Good Stock.

Sch. Claudia stocked \$2661 on her recent Georges halibut trip, while the crew shared \$76.64 each.

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BOSTON FISH PRICES WAY UP.

Only Twelve Fares at T
Wharf Today.

Only 12 vessels are reported at Boston today, and with a clean market, the price of all kinds of fresh fish have reached the highest for some weeks.

This is particularly noticeable on haddock, which has been quoted low, but today the price of these fish has exceeded all expectations and they are selling from \$3.25 to \$4.75 per cwt., while cod is quoted from \$3 to \$5, and all other ground fish accordingly.

Most of the vessels in are from shore grounds and have but small fares, while the off shore fishermen are prolonging their trips, owing to scarcity of bait.

The fares and prices in detail are:

Boston Arrivals.

Sch. Rebecca, 3000 haddock, 6500 cod.
Sch. Valentina, 21,000 pollock.
Sch. Elizabeth W. Nunan, 4000 haddock, 2000 cod, 60,000 hake, 2000 cusk, 4000 pollock.
Sch. Mina Swim, 700 haddock, 7000 cod.
Sch. Grace Darling, 3000 haddock, 7000 cod.
Sch. Good Luck, 10,000 cod.
Sch. Mary DeCosta, 25,000 haddock, 30,000 cod, 5000 pollock.
Sch. E. C. Hussey, 2100 haddock, 6000 cod.
Sch. Helen B. Thomas, 17,000 haddock, 1000 cod, 1000 hake.
Sch. Olivia Sears, 7000 pollock.
Sch. Julietta, 7 swordfish.
Sch. Stranger, 31 swordfish.
Haddock, \$2.25 to \$5 per cwt.; large cod, \$5 to \$6; market cod, \$3.25 to \$4.75; large hake, \$4.50; small hake, \$3; cusk, \$2; pollock, \$2.50 to \$3; swordfish, 16 cents per pound.

BECALMED FIVE DAYS.

Only Untoward Event on the Trip of
the Marjorie Turner While Fishing.

Becalmed for five days with not enough wind to flap the sails was the only untoward incident of a three weeks' cruise reported by Capt. Samuel Colson on his arrival at Portland Wednesday in the fishing schooner Margie Turner. He came in from the Western banks where he had been fishing for the past three weeks and he had a number of uncomplimentary things to say about the weather, because he was becalmed after he had landed his fare and was eager to get into Portland to dispose of it. The Turner had 20,000 pounds of halibut and five small swordfish. While this is not an extra large fare, it is a pretty good sized one for the vessel is a small craft. Capt. Colson thought he would stock about \$2200 for the trip. He reported that fish were none too plentiful and the five small swordfish he brought in were the only ones he saw at all.

BIG SHACKING TRIP.

Sch. Effie M. Prior, Capt. Elroy Prior,
Hails for 190,000 Pounds.

One of the most notable trips of salt cod to arrive at this port this season was that of sch. Effie M. Prior, Capt. Elroy Prior, which came in yesterday with a splendid fare of 190,000 pounds, which was taken on Missaine Bank and vicinity. Capt. Prior, was sealing the first of the season and like others engaged in this fishing, did not find it profitable, so he withdrew and fitted out for shacking and has been absent on his recent trip but five weeks which makes this a most remarkable one.

Capt. Prior is one of the best all-round fishermen sailing out of this port, and soon as he found that the mackerel was going to be a failure, lost no time in transferring his fishing operations in another direction, and so is well rewarded for the change he made, for a large stock confronts himself and crew.

SOME GOOD FISH FARES LANDED.

Receipts at This Port Largest
for Many Days.

With the arrival of a number of vessels at this port since Saturday the receipts of fish are quite respectable, but not sufficient to make a depression upon the market, which at this time needs larger supplies than what it is receiving.

Two of the vessels in today are of the flitched halibut fleet and have fairly good fares, sch. Essex having 120,000 pounds and sch. Oregon 125,000 pounds. With the high price prevailing both will make good stocks.

Other trips of considerable magnitude are those of schs. Effie M. Prior, with 190,000 pounds of salt cod, and sch. Raymah with 130,000 pounds.

Of mixed fish sch. Morning Star has a large fare of 110,000 pounds of fresh cod and 50,000 pounds of salt cod.

The arrivals and receipts in detail are:

Todays Arrivals and Receipts.

Sch. Essex, Davis Strait, 120,000 lbs. flitched halibut.
Sch. Oregon, Davis Strait, 125,000 lbs. flitched halibut.
Sch. Effie M. Prior, Missaine Bank, 190,000 lbs. salt cod.
Sch. Raymah, Quero Bank, 130,000 lbs. salt cod.
Sch. Morning Star, Quero Bank, 110,000 lbs. fresh cod, 50,000 lbs. salt cod.
Sch. Selma, via Portland, 15,000 lbs. salt cod, 15,000 lbs. fresh.
Sch. Waldo L. Stream, via Portland.
Sch. Mary E. Cooney, shore.
Sch. Catherine Burke, returned.
Sch. Catherine D. Enos, via Boston.
Sch. Mary J. Ward, via Boston.
Sch. Dixie, via Boston.
Sch. Little Fannie, via Boston.

Vessels Sailed.

Sch. Wm. H. Rider, drifting.
Sch. Gladys and Sabra, drifting.
Sch. Mabel E. Bryson, shore.
Sch. Blanche F. Irving, shore.
Sch. Esther Gray, shore.
Sch. Mary DeCosta, Boston.

Today's Fish Market.

Handline Georges cod, large, \$4 per cwt.; medium, \$3.50.
Trawl Georges cod, large, \$3.75 per cwt.; medium, \$3.25.
Trawl bank cod, large, \$3.35 per cwt.; medium, \$3.
Drift Georges cod, large, \$3.75 per cwt.; medium, \$3.50.
Outside sales of Bank cod, \$3.75 for large and \$3.50 for medium.
Salt cusk, large, \$2.50 per cwt.; medium, \$2.
Salt haddock, \$1.25 per cwt.
Salt hake, \$1.25 per cwt.
Salt pollock, \$1.25 per cwt.
Dory handline cod, large, \$3.75 per cwt.; medium, \$3.50.
Splitting prices for fresh fish:
Western cod, large, \$2.25 per cwt.; medium, \$1.75.
Eastern cod, large, \$1.90 per cwt.; medium, \$1.55; snappers, 60 cts.
Western Bank cod, large, \$2.12 1-2 per cwt.; medium, \$1.65.
Cusk, large, \$1.65 per cwt.; medium, \$1.25; snappers, 50 cts.
Haddock, \$1.10 per cwt.; hake, \$1.10 per cwt.; dressed pollock, 75 cts. per cwt.; round pollock, 70 cts. per cwt.

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Mackerel Notes.

Only 31 barrels fresh mackerel were landed by the New England fleet for the week, the total landed for the season being 19,593 barrels against 45,948 barrels last year. The imports of salt mackerel for the week were 879 barrels, including 510 barrels from Ireland, 300 barrels from Norway and 69 barrels from Canada. The total imports for the season have been 9377 barrels, against 8791 for the same time last year. The new Norway mackerel are selling from first hands at \$26@27 barrel for 1s, \$20 barrel for 2s, \$16@17 for 3s and \$12.50@13.50 barrel for 4s.

The jobbing trade is very quiet, Nova Scotia mackerel being quoted at \$18.25@19.25 barrel for large 3s and \$18.75@19.75 barrel for large 2s, all about 150 count. Irish mackerel are jobbing at \$14.70@15 barrel for 325 to 350 count. Norway mackerel are offered in a jobbing way at \$20@21 barrel for 325 to 340 count and \$16.50@17 barrel for 400 to 450 count.

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FLITCHED HALIBUTERS ARRIVED

Schs. Essex and Oregon Bring Good
Fares From the Far North.

Among the arrivals at this port today are schs. Essex, Capt. Michael Wise, and sch. Oregon, Capt. Albert Flygore, of the flitched halibut fleet, with fairly good fares of 120,000 and 125,000 pounds respectively.

Both vessels have been out over four months and during that time have fished for halibut from the Gulf of St. Lawrence to the mouth of Hudson Bay. In going north up Davis Strait they tried continually for halibut, and while they found scattering halibut, did not get any big fishing.

Both men are old halibut fishers and Arctic navigators, Capt. Wise, being mate of sch. John R. Bradley, which carried Dr. Cook up north on his polar expeditions, while Capt. Flygore has made repeated halibut trips to the far north, and is familiar with that region.

Both men say the season up there was fine and much better than what they have seen other years. The absence of ice fields which they have seen other years was noticeable. Although numerous ice bergs, some of enormous size was seen, ranging from 50 to 200 feet high and a third of a mile on the surface, but at no time were they in danger from the ice bergs, and no accidents happened either to vessels or crews.

Fishing Fleet Movements.

Schs. Esperanto and Dauntless were at Port Hawkesbury on Friday.

Schs. Miranda and Monitor arrived at Canso on Thursday.

Sch. Moanam arrived at Canso on Friday.

Sch. Thomas L. Gorton put in at Halifax on Friday and cleared for the fishing ground.

Schs. Ramona and Flora S. Nickerson arrived at Liverpool on Friday.

Sch. Corsair arrived at Louisburg, C. B., on Friday with 175,000 pounds of cod and sch. Avalon with 900 quintals and cleared for the fishing grounds. Sch. Senator Gardner was also at Louisburg on Friday.

On the Railways.

Sch. Claudia is on Rocky Neck railways.

Schs. Evelyn L. Thompson and Catherine Burke are on Burnham Brothers' railways.

Sept. 20.

Lunenburg, N. S. Fleet Ends Season.

A Lunenburg dispatch says that since the last fishery report several vessels have arrived from the Grand Banks with a total catch of 39,400 quintals, augmenting the total catch for the season to 147,125 quintals. The majority of the schooners are now at home and will not engage in fishing during the rest of the season, on account of bait being scarce, and ice almost unobtainable and disaffection among the crews. There is great diversity of opinion among legal men, and also those engaged in the fishing business in regard to the articles which fishing crews are required to sign, whether they are really binding or not. Many cases have been tried in court, in which crews after signing articles refused to fish, did not turn up. So inoperative have the articles proven to be, that when a man refuses to fish the skipper generally bows to the inevitable rather than go through a legal process in which he invariably loses.

Sch. Upanus arrived from the Banks a few days ago with 1,300 quintals and a baiting unfinished, the crew threw up the sponge, and Capt. Schwartz had to return home, when he had a fine chance of making a big trip. The crew grew mutinous threw their tubs overboard, and the vessel was brought home by the captain, cook and the hired boys.

Sch. Clintonia, Capt. Emil Mack, one of our very best skippers, also had trouble with some of his men, and had to run in with a fresh squid baiting, which he sold to another vessel which caught 300 quintals off the baiting. The captain landed his mutineers and has again gone out to the fishing grounds.

Sch. Eva June, Capt. Schnare, caught 700 quintals in one week off Cape North, bringing her up among the top-notchers of the fleet.